JUN 30 2005 PATENT & TRADEMARK OFFICE

Appendix to Amendment B

with Markings to Indicate Changes Made

Commissioner for Patents
P.O. Box 1450
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Sir:

Pursuant to Rule 121, the following is a copy of all claims amended by the attached Amendment B, with all changes indicated by bracketing deletions and underlining additions:

Claims 1-5 have been amended as follows:

1. (Amended) A four-cycle, multi-chamber rotary internal combustion engine, comprising:

a stator having **a** right-prism-shape exterior body and **a** hollow core formed by two concentric cylindrical surfaces which fluently transit one into the other via **a** ramp [[surfaces;]] **surface; wherein the ramp surface being generally parallel to a radial plain of the stator;**

a rotor having **a** cylindrical body of the same height as of said stator and **an** external diameter corresponding to [[the]] **a** diameter of **a** smaller concentric surface forming the hollow core of said stator;

wherein said rotor has [[a]] **at least one** radial rectangular [[grooves]] **groove** along [[its]] **the rotor** whole height;

[[a]] **at least one** vane-type [[pistons]] **piston** having **a** rectangular body with the same height as of said rotor and being positioned in said **at least one radial rectangular** [[grooves]] **groove** of said rotor;

wherein said **at least one vane-type** [[pistons]] **piston** [[are]] **is** provided with a means of moving in a radial direction within said grooves of said [[stator]] **rotor** with [[their]] **an** outer [[facet]] **face** tightly contouring [[the]] **an** inner surface of said stator;

said rotor being positioned in said stator concentrically to cylindrical surfaces forming the hollow core thereof; **and at least one side cover lid of said stator.**

[[a side lids of said stator.]]

2. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 1, [[wherein a cavities]] **further comprising a cavity** within the stator [[made in the places where]] **wherein a radius of** the inner surface of the stator [[has]] **is** the same **as a** radius [[as that]] of the rotor**,** form**s** a combustion [[chambers]] **chamber**.

3. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 2, wherein **a** [[spaces]] **space** between **an** outer surface of the rotor and **the** inner surface of the stator with **a** bigger radius form a working [[chambers]] **chamber**.

4. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 3, wherein said combustion [[chambers]] **chamber** [[are]] **is** connected with said working [[chambers]] **chamber** via openings in an area of the ramp surfaces connecting the two concentric cylindrical surfaces of said stator;

wherein timing of [[physical connection]] **compressed fuel mixture** between said combustion [[chambers]] **chamber** and said working [[chambers]] **chamber** [[via the openings]] is controlled by valves.

5. (Amended) The four-cycle, multi-chamber rotary internal combustion engine as claimed in claim 4, wherein [[intake of]] fuel mixture and [[exhaustion]] **exhaust** [[of waste]] gasses in and out of said working [[chambers]] **chamber** is [[made via valve-controlled openings]] **controlled by an intake valve and an exhaust valve positioned** nearby [[the]] **an** opening **of a power valve and an opening of compression valve,** connecting said combustion chambers and said working chambers.